

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: Re:"repented"
Message-ID: <Pine.SUN.3.94.960811134441.23459B-100000@coyote.rain.org>

Say three Hail Marconi's and re-read Radiotron 4th Edition. <grin>

On the military stuff, I'll be glad to help anyone with a need to id mil gear. That 1600 page list of WW2 Navy 5-digit type numbers really helps! Depending on the highest "speed" shown on the dial, the box of selsyns and indicators could be weather gear (below 200 knots), shipboard course/speed (below 50 knots), or airborne stuff (above 200 knots). Nameplate data would help.

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "D.D. Todd" <dube3@n-link.com>
Subject: 100TL vs 100TH
Message-ID: <320D0641.ADE@n-link.com>

Several people replied that the BC-610 uses 100THs instead of 100TLs as I mentioned in my post. I looked again and indeed, one says 100TH. The other one says VT-218. This is the bad one and for some reason I thought it was a 100TL. Thanks for setting me straight.

Thanks to Joe Pinner for suggesting a method to try welding the open filament. Will try that. In the mean time, does anyone have a good 100TH they'd part with? Wouldn't hurt to have a good spare, even if I can get the broken filament fixed.

--

73,
Dube Todd K4DWW dube3@n-link.com

If we had to tolerate in others all that we permit in ourselves, life would be completely unbearable.

- Georges Courtelline

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: JOHN_SEHRING.parti@ecunet.org
Subject: 110V ON CHASSIS
Message-ID: <9608101445.aa03927@pcusa01.ecunet.org>

How about installing a 2 blade, *polarized* AC plug on those hot-chassis AC/DC midnight specials? The wide blade should go to the chassis.

'Course this assumes that the AC sockets are *correctly* wired in the wall. The wide slot is supposed to be the neutral, the narrow slot = HOT (and on 3-wire sockets, the round prong = ground; the ground is *not* the same wire as the neutral--they are separate & should join only when they get to the service box).

-John Sehring (08/10/96 8:36 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: 110V ON CHASSIS
Message-ID: <Pine.GS0.3.93.960810103918.16192C-100000@uhunix5>

The schematics that I've seen for these transformerless rigs contain a neon bulb to warn the user that the plug needs to be reversed. That seems like a very simple solution.

73 from Hawaii,
Jeff KH2PZ / KH6

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Sandra L Knepper <slkst29+@pitt.edu>
Subject: Re: 110V ON CHASSIS
Message-ID: <Pine.3.89.9608101943.A11478-0100000@unixs5.cis.pitt.edu>

Before anyone gets "clever" on using a polarized plug, etc. Go to any electrical supply department, perhaps even K-Mart, and pickup an A.C. checker that tells you which side is hot. These devices plug into the receptacle and have a series of neon indicators with a stick-on instruction label.

Even a neon probe probe will work by connecting one side or the other of the wire probe to either side of the wall socket side and the other to the grounded box (hopefully, it is grounded) will tell you which side of the receptacle is "hot."

Dave, W3BJZ
Publisher of the Collins Journal

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996

From: "William C. Robbins" <billrobb@serv01.net-link.net>
Subject: 2 more Heath manuals
Message-ID: <199608101810.0AA04832@serv01.net-link.net>

I found 2 more Heath manuals that will be going to the hamfest tomorrow.

HP-23B	AC Power Supply	\$10 shipped
HX-1681	CW Transmitter	17 shipped

If interredted let me know fast. Also, 2 unclaimed manuals will also be going. Let me know if you want these:

SB-401	SSB Transmitter	\$17 shipped
SB-500	2 Meter Transverter	17 shipped

Thanks,

Bill
William C. Robbins, WA8CDU ***Heathkit Collector***
billrobb@serv01.net-link.net

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: dlr13@psu.edu (Douglas Ripka)
Subject: 3 tube regen. kits sold!
Message-ID: <199608111954.TAA70716@r05n01.cac.psu.edu>

The 3 tube regen kits I had are all gone! I've had about 19 requests, and will have to draw names from a hat to settle this fairly. Thanks to all that responded.

Doug KA3TTQ

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: dlr13@psu.edu (Douglas Ripka)
Subject: 3 tube regenerative radio kit FS
Message-ID: <199608110222.CAA22654@r05n01.cac.psu.edu>

I recently went to a local school cleanup auction and came away with some goodies, including some unbuilt radios. These kits were marketed by a Greymark, which sells kits for the educational market. Their model number is 511. This is a 3 tube, 3 band regen, covering BC and SW bands using plug in coils. BC coil is prewound, while you get to wind the SW coils.

The 3 tubes are 12AT7 regen detector/1st audio, 50C5 audio power amp, and 35W4 rectifier. It comes with a prepunched metal chassis, and a fiber board front panel. Controls are volume, regen, main, and bandspread tuning. I'd estimate their age to be between 10 and 15 years old.

I got 5 of these kits, wanting one for myself. If anyone else in BA land wants one of the other 4, I'd like to get \$15 for one, including a photocopied manual. (Only got one manual with the radios).

These kits were meant to be an educational experience, and the manuals have you build part of the radio, then test it out, then move on to another part and build it, so if you want to learn some simple principles of BA's, this kit should help you out.

thanks and 73,

Doug KA3TTQ (dlr13@psu.edu)

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: 75A4 Confusion
Message-ID: <Pine.GS0.3.93.960810172841.15222A-1000000@iglou>

> I've gotten dozens of response to my questions about the passband tuning
> causing the PT0 dial to move. Many folks believe my A4 has PT0 problems.
> Well I think now, I have the answer why.
>
> If your 75A4 has no 4:1 reduction knob the PB tuning will NOT and can NOT
> cause the PT0 dial to move due to the high reverse gear ratio.
>
> If your 75A4 does have the 4:1 knob then your PT0 dial will move when the
> PB tuning is changed.
>
> Originally, Collins must have intended it this way. If the PB tuning is
> changed without it moving the dial, your frequency readout is incorrect.
> For example. If I set my transmitter on 7020 and zerobeat that signal on
> the A4 with the PB tuning centered, I can rock the PB tuning to the 1
> position on either side of center and the dial follow it indicating a 1kc
> change. Now I know that the center of my I.F. passband has shifted by
1kc and if I so desire, I can retune the PT0 to 7020 to recenter the
signal. This is bothersome on cw since the pitch of the received signal
changes when the BP knob is moved.

> Now, if I don't like this, I can put a touch of drag on dial with the drag

> control and the dial stays put just like you guys with 4:1 knobs only it
> obviously doesn't feel as good!
>
> With the 4:1 knob, you sacrifice this built in versitility to gain a
> larger tuning ratio.
>
> I have a feeling that most A4's out there have the 4:1 knob. This is what
> caused the confusion. Thanks to all who commented.
>
>
> Steve Ellington N4LQ@IGLOU.COM Louisville, Ky
>
>

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: Army Modification Work Orders (MWO's)
Message-ID: <Pine.SUN.3.94.960811135026.23459C-100000@coyote.rain.org>

Seems like the R-388, R-389, R-390, R-390A, R-391, R-392, etc. experts ought to be able to put together a list of these MWO's that could be put in the BA Archives. An indication of which of the experts holds each MWO would be an aid in finding the data (and reducing heartburn for the hapless "new owner").

For the WW2 gear, you'll find a list of the known MWO's for Signal Corps gear in the multi-part file in the Archives known as "armypublications". It also lists all the TM-11 series tech manuals, Signal Corps bulletins, etc., and was drawn from a three-roll set of 35mm microfilm containing every issue of FM 21-6 (the list of Army tech manuals) published between 1939 and 1946. There are actually 39 rolls of film in that series, covering the time from 1939 up to fairly recent (don't recall, probably around 1980) times, and all are available from the National Archives. Maybe I ought to buy the rest and offer them as a cure for insomnia!

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "Andy Howard, WA4KCY" <102452.362@CompuServe.COM>
Subject: BC-746B

Message-ID: <960810205924_102452.362_DHT30-1@CompuServe.COM>

Hi Gang,

Anyone out there into military collectibles who might know about a BC-746B. It is purported to be a crystal set, coil set, and a variable capacitor for the BC-611. All of the parts except the variable cap would seem to indicate a frequency change kit for something. Anybody got a clue? I have several books on BC-611's (SCR-536) but no mention of the BC-746R. By the way, all of the aforementioned parts are in a box that is apparently identified by the BC-764R nomenclature.

Any help appreciated. I was offered this as something to buy but am not sure if it indeed goes with the BC-611.

Regards and thanks,

Andy Howard, WA4KCY
Carrollton, GA
AMI #9

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: Re: BC-746B
Message-ID: <Pine.OSF.3.91.960811113017.19311E-100000@francis.tenet.edu>

The BC-746 is the tuning unit for the World War II (actually developed pre-war) BC-745. The major unit was the SCR-511 which was known variously as the "pogo stick" or the "horsey talkie." It was designed to be used by mounted cavalry. It consisted of a pole about three feet long with the transmitter-receiver mounted in a box in the top and a telescoping antenna which was inside the lower pole when collapsed.

The pole was designed to fit into the guidon socket on a cavalry saddle. The mounted soldier gripped an extension just above the radio and operated a push-to-talk ring with his thumb. A battery, spare tuning unit and speaker/microphone were contained in a unit which the operator wore on his chest and which was connected to the R/T by a short cable and plug.

The whole unit was a rather ingenious solution to the problem of mounted troops using radios which operated in the 5 Mc range. Unfortunately, mounted cavalry was eliminated in the U.S. Army before the radio really went into service. When the war broke out, a vibrator and rechargeable

battery supply was made for the unit. It must have been horribly inconvenient for either vehicular use or use by foot soldiers. I have seen one photograph of a BC-745 being carried by a foot soldier.

There seems to be an unending supply of the tuning units. Fair radio has them for \$4 each and has had them for years. Don't see the radios much though.

Interestingly, the radios were made by Galvin (now known as Motorola) and show a direct lineage to the BC-611. Many of the internal components look identical. The same pot-the-resistors-in-a-ring-around-the-socket construction that was used in the early BC-611s was used in the BC-745. The circuit diagrams are somewhat similar but the BC-745 uses more tubes if I remember correctly.

So, the guy that wanted to sell you the BC-746 for your BC-611 was just a generation to late in radios. The BC-611 used individual plug-in coils and crystals whereas all of the plug in parts were put in a common case for the BC-745 even though the parts were essentially similar.

Lenox, WA50VG

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: tomrice@netcom.com (Tom R. Rice)
Subject: Book Review - SCR 71 & SCR 72
Message-ID: <199608111907.MAA07747@netcom10.netcom.com>

A newly-published book will, I'm sure, be of great interest to BA-ers who have an interest in old military gear and/or the VLF portion of the spectrum.

"Listening In", by Ernest H. Hinrichs

publ. 1996 by

White Mane Publishing Co.
PO Box 152
Shippensburg, PA 17257

ISBN 0-942597-78-8

Hinrichs served in WWI as a forward-area SIGINT interceptor monitoring German trench communications, which used ground telegraphy as a primary mode for tactical messages.

While the author's experiences are extremely interesting in themselves, the really exciting part is Appendix F, which is a reprint of the Signal Corps publication S.C.R. Pamphlet 10, dated 3/1/1918, entitled:

"Description and Use of the SCR-71 Transmitter and the SCR-72 Amplifier in Forward Position Communication Work"

This pamphlet has photos, schematics and functional descriptions of these fascinating units. The SCR-72 is described as a "three-stage amplifier" even though it uses only two bulbs of type VT-1. The techniques used in ground telegraphy are well covered.

A second appendix is a copy of an A.E.F. report (1918) on French Listening Stations and their approach to monitoring.

It's enough to make one get out there and start pounding those rods into the earth!

--

"Start off every day with a smile and get it over with." --W.C.Fields

Tom R. Rice

tomrice@netcom.com

CIS: 71160,1122

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996

From: rmorgan@us.edu (Robert Morgan)

Subject: Books & Misc. for sale

Message-ID: <1.5.4.32.19960810231402.00692848@us.edu>

List 3, August 10, 1996

All items may be returned if not acceptable for any reason. All I ask is that the buyer pay for return shipping. I try to describe significant defects and features, but I'd be happy to answer questions. However, I think the "first offer gets it" policy is the fairest. Please understand that if you write for details, I'll be happy to respond, but I WILL accept the first "I'll take it" message. PRICES INCLUDE SHIPPING VIA UPS OR USPS (first, third, or fourth class, depending on weight). Please, no phone calls.

Due to another commitment, I will not be posting a list on August 17, but will return to posting a regular list on August 24.

Bob Morgan, K8RBV

1. Radio Craft Magazine, March, 1936, covers intact, but worn. \$10.00

2. Radio Craft Magazine, March, 1940, covers intact, but worn. \$8.00
3. Radio Craft Magazine, January, 1936, covers intact, but very worn, esp. on spine, \$7.00
4. Radio Craft Magazine, February, 1936, covers intact, but very worn, esp. on spine, \$7.00
5. Radio Craft Magazine, January, 1938, covers intact, but worn, front loosening, \$7.00
6. Radio-Electronics Magazine, March, 1949, slight cover wear, \$6.00
7. Radio News and Short Wave Radio Magazine, May, 1936, back cover off, wear, \$6.00
8. Radio News and Short Wave Radio Magazine, October, 1936, covers loose and worn, \$6.00
9. Popular Science Monthly, July, 1929, good, \$12.00
10. Short Wave Craft, September, 1934, covers slightly soiled and slightly faded, \$8.00
11. The Electrical Experimenter Magazine, Dec., 1915 (!), no front cover, back cover loose, \$12.00
12. The Electrical Experimenter Magazine, May, 1917 (!), covers detached and soiled, \$14.00
13. The Electrical Experimenter Magazine, August, 1916 (!), good condition, \$22.00
14. WRL Radio and Television catalog (includes some ham gear), 1953, cover just a little loose, \$15.00
15. WRL catalog, 1955, very good condition, \$15.00
16. EICO Kits and Wired catalog, 1962, good, \$9.00
17. Original Manual, RME VHF-152, worn edges, but good, \$10.00
18. Original Manual, RME VHF-152A, worn edges, but good, \$10.00
19. Allied's Radio Builder's Handbook, Allied Radio, 1959, paper, slight cover soiling, \$10.00
20. Index to Surplus, 73 Magazine, 1962, lists articles on surplus in ham mags, paper, \$7.00
21. D.C. Voltage Distribution in Radio Receivers, John F. Rider, 1936, hardcover, technical, \$7.00
22. 101 Ways to Use Your Ham Test Equipment, R. Middleton, 2 nd ed., 1967, ex library, \$8.00

Reminder: Prices INCLUDE shipping

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: Eugene Rippen <soundval@foothill.net>
Subject: Re: Branded Rack Cabinets?
Message-ID: <320E3A39.184C@foothill.net>

I think the below is a great idea. If kept as a home based/small business all it can do is make some money. Give it a little time for us

constructors to get acquainted with it, and then it should go on forever.
If there is no payroll, payroll taxes, workers comp. Ins. etc, why can't
it be profitable?

I thought about doing it for a long time. But, like many of my dreams, I
did not actually get around to it. It was just a matter of my
priorities, I still see nothing wrong with the idea.

Best of luck!

Gene

Tom R. Rice wrote:

>
> > Bud still builds chassis' and probably cabinets. I believe that Par Metal was
a
> > company that only built cabinets. In any event between the two of them they
> > built lots of rack mount cabinets. Seems there was also a company named Premier
>
> Premier is still in business, with both East and West
> Coast locations; I've gotten recent catalogs from 'em.
> The problem is, they've all gone to the "Space Age"
> cabinetry and you can neither afford the price nor the
> additional weight/complexity. It's enough to make one
> seriously consider getting a shear/brake setup and a
> spot welder and going into the box biz.
>
> 73 de WB6BYH
>
> --
> "Start off every day with a smile and get it over with." --W.C.Fields
> Tom R. Rice
> tomrice@netcom.com
> CIS: 71160,1122

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996

From: wb6zwc@ns.net

Subject: Re: Branded Rack Cabinets?

Message-ID: <199608111957.MAA02742@tomcat.ns.net>

I'd sure like to have a couple of nice cabinets but I cannot even fold a
piece of paper the same way twice.

At 02:44 PM 8/11/96 -0500, you wrote:

>I think the below is a great idea. If kept as a home based/small
>business all it can do is make some money. Give it a little time for us
>constructors to get acquainted with it, and then it should go on forever.

>If there is no payroll, payroll taxes, workers comp. Ins. etc, why can't
>it be profitable?
>I thought about doing it for a long time. But, like many of my dreams, I
>did not actually get around to it. It was just a matter of my
>priorities, I still see nothing wrong with the idea.
>Best of luck!
>
>Gene
>
>
>Tom R. Rice wrote:
>>
>> > Bud still builds chassis' and probably cabinets. I believe that Par
Metal was a
>> > company that only built cabinets. In any event between the two of them they
>> >built lots of rack mount cabinets. Seems there was also a company named
Premier
>>
>> Premier is still in business, with both East and West
>> Coast locations; I've gotten recent catalogs from 'em.
>> The problem is, they've all gone to the "Space Age"
>> cabinetry and you can neither afford the price nor the
>> additional weight/complexity. It's enough to make one
>> seriously consider getting a shear/brake setup and a
>> spot welder and going into the box biz.
>>
>> 73 de WB6BYH
>>
>> --
>> "Start off every day with a smile and get it over with." --W.C.Fields
>> Tom R. Rice
>> tomrice@netcom.com
>> CIS: 71160,1122
>
>
=====

Wanted 312-B3
Richard@Sacramento,Ca.

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: "J. Lee Smith" <lsmith@mail.icenter.net>
Subject: Deluxe Bandmaster- manual and VF0?
Message-ID: <320E3315.4E35@mail.icenter.net>

Hello Folks!
Greetings to all "on freq" in the group.

I have just bought a Harvey Wells Deluxe Bandmaster by mail, and be trying to and get it going with my pre-war vintage National HRO. I think this will do nicely until another tx with plate modulation comes along.

If you have (or know of) the following, your help would be appreciated:

- 1 - Manual (or copy) for the Deluxe Bandmaster
- 2 - a VFO. The companion unit sits under the tx, has a sloping face and dial, and the leads go from the vfo to the tx out the front panel.
- 3 - Any of the Technical update sheets which the company produced.

A photo of the unit appears in various QST's and the VFO is on page 82 of the November 1953 issue of QST.

Any remembrances of your using one of these little units, or suggestions/observations on the product line in general would be great to hear about.

73 to all of you.

I never fail to amazed by the wealth of knowledge available here. It reminds me of the help I used to get from the various old-timers that helped out when I was in my teens, only able to drool over the likes of Collins, Hallicrafters, and Hammarlund.

All the best.

J. Lee Smith,

VE4ANC,

110 Senecal Drive,

St.Francois Xavier,

Manitoba,

Canada

R4L 1A9

(204) 864-2334

email to <lsmith@icenter.net>

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996

From: MODSTEPH@ACS.EKU.EDU

Subject: Re: Deluxe Bandmaster- manual and VFO?

Message-ID: <01I850RZDG2W0019Z4@ACS.EKU.EDU>

Did you ever hit the right place!!

I have a few "Bandmasters" as it so happens, and can get you a copy of the manual if no one else has responded. The VFO is a quite different matter: I have seen only one in my life of hamming (going back to 1957), and that one I own... They are NOT a common item!.

Good luck - I had a TBS-50C "Senior" as my very first transmitter, and have always been partial to them. Solid construction, plate modulation (two 6L6's to the 807) and a complete coverage of bands (80-2 meters, altho 2 meters is a bit "iffy" since the 807 has to double to get there).

Let me konw...

73, Al N5AIT
modsteph@acs.eku.edu
Richmond, Kentucky

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: spr@earthlink.net (Scott Robinson)
Subject: Drifty LOs and BF0s
Message-ID: <v0153050bae338624071c@[153.37.85.107]>

Folks,

As a generic cure for drifters-after you delete any ceramic capacitro in the frequency ditermining circuits, replace the usual paper derelicts, and check all resistors-hw about a strategically places small fan? You can get 'em 1-12 inch dia, run on 5VDC at 100 mA or so, 1/2 ich thick. They'll fit nearly anywhere.

This is a cure for design faults, not repair problems, but it might be useful land certianly is easy. Make the 5V by rectifying/filtering the 6v heater line.

Why not?

Scott Robinson
spr@earthlink.net
"Wait'll he puts on his stereo headphones..."

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: FS: Radio & Electronics Books
Message-ID: <199608112125.0AA06732@dfw-ix11.ix.netcom.com>

I have the following books for sale. Prices include shipping in the

continental US.

- Jeff, WA6AHL

P.S. I'm also open to trades - I'm looking for HP catalogs from the 60's & 70' (or earlier!).

Pettit & McWhorter, ELECTRONIC AMPLIFIER CIRCUITS, 1961, McGraw-Hill. Excellent condition. Tube & transistor amplifier concepts, circuits, and design. \$16

Angelo, ELECTRONIC CIRCUITRY, 1958, McGraw-Hill. Excellent condition. Tube & transistor circuit analysis and design. \$14

Everitt, COMMUNICATION ENGINEERING (2nd ed.), 1937, McGraw-Hill. Very good condition. A classic radio engineering book. \$15

Langford-Smith, RADIOTRON DESIGNER'S HANDBOOK (4th ed.), 1952, RCA, Good to very-good condition. \$55

Gardner & Barnes, TRANSIENTS IN LINEAR SYSTEMS, 1942, J. Wiley. Good condition. Intended as a text introducing Laplace transforms to senior & graduate students & practicing engineers. \$10

Sheingold, FUNDAMENTALS OF RADIO COMMUNICATION, 1951, Van Nostrand. Good condition (ex-library). Discusses radio concepts & associated tube circuits and their function. Some math, but not overwhelmingly theoretical. \$12

Terman, RADIO ENGINEERS HANDBOOK (1st ed.), 1943, McGraw-Hill. Interior & binding very good, but cover cloth splitting at seams and held together with numerous pieces of reinforced tape (applied by a previous owner). Looks bad cosmetically, but still great functionally. A classic reference. \$14

Texas Instruments, TRANSISTOR CIRCUIT DESIGN, 1963, McGraw-Hill, Very-good condition. Covers transistor design concepts from DC to almost daylight. \$10

Tektronix, INFORMATION DISPLAY CONCEPTS, 1968, Tek. Soft-cover, very-good condition. One of the tek "concept series" books. \$5

Tektronix, TELEVISION SYSTEMS MEASUREMENT CONCEPTS, 1969, Tek. Soft-cover, good condition. One of the tek "concept series" books, and a great book describing various video measurements & their uses. \$5

ARRL, FM & REPEATERS FOR THE RADIO AMATEUR, 1972, soft-cover. Good condition, \$5

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Lrware@aol.com
Subject: FS: B&K 747B tube tester
Message-ID: <960810200250_175974210@emout12.mail.aol.com>

Good Afternoon firebottle fans,

Today I offer for sale one B&K 747B Dynamic Mutual Conductance tube tester. This unit is in NON working condition. Could be great parts unit if you already have one, or project for someone with more time than me. I have photocopies of the owners manual & service manual. And a brand new original tube settings book, (latest rev.) All were just purchased direct form B&K. Unit has a pretty beat plastic case, good meter, working transformer, and is in good shape inside. Some scratches on panel. No rust or corrosion, all sockets in good shape, all "setup" switches are in good condition. The bad news is that the "push to test" buttons are plain wore out. (Will need more TLC than contact cleaner.) The manual copies and tube book set me back \$30, will accept \$40 OBO, and you pay the shipping. Would also consider trade, or partial trade towards any of these: Tek 7000 extender fixtures. Tek TM503 or TM504. Radiotron 4th edition. Other interesting electronic books.

-Larry Ware
lrware@aol.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "D.D. Todd" <dube3@n-link.com>
Subject: RE: FS: Time delay relay
Message-ID: <320CFE03.5E20@n-link.com>

The adjustable time delay relay has been sold. Thanks.

--

73,

Dube Todd

K4DWW

dube3@n-link.com

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: RSmall01@aol.com
Subject: FS: Vintage Heath HF Station
Message-ID: <960811161116_597067988@emout17.mail.aol.com>

Hello fellow boatanchorees/etts....

Due to space (or lack thereof) and my recent tempory (I hope) insanity resulting in the acquisition of way too many BAs in the past year, I am offering the following Heahkit equipment for sale FIRST to this group. All equipment listed is in "collector quality" condition (like new), unmodified and all have original manuals. Due to weight restrictions, I'm afraid that this must be a pick-up deal only OR I would be happy to meet you halfway within a reasonable distance from Portland, ME. The equipment is offered as a PACKAGE. If not sold within two weeks from this posting, I may consider selling the units seperately.

Chippewa KL-1 Linear Amplifier (extremely rare)

Model KS-1 Matching Power Supply for the KL-1

Apache TX-1 Transmitter

SB-10 SSB Adaptor for the TX-1

AK-5 Speaker - (refinished) & matches the Mohawk RX-1

Package price - \$1200 FIRM. Thanks..

73,
Richard Small K1DPM
RSmall01@aol.com
207-767-5143

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "John E. Vercellino" <104204.2650@compuserve.com>
Subject: FS:EICO 723
Message-ID: <199608102314_MC1-861-355E@compuserve.com>

EICO723 - a 60 watt CW transmitter, 80-10, 6DQ6B in the final. Can be easily modulated
with the 730 plate modulator or similar. I've had it on the DX60 Net several times.
VGC, works well, looks good. \$75 shipped or trade?

I'm always interested in acquiring Knight-kits. If you have any that you would like to unload, give me a call. I'm also interested in a S200 speaker for the HQ-180 and a Heath "Twoer".

John WB90VV

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: w5tvw@juno.com (Sandy Blaize)
Subject: FT: "Micro-Vox"
Message-ID: <19960810.190341.10071.0.W5TVW@juno.com>

Well gang, here's an item that lots of kids used to want!
One: "Micro-Vox" wireless microphone complete with stand! This one in the pink/white marbelled plastic case. It appears complete. It is untested and in very good condition. They used to advertise this one in nearly all the old Allied Radio Catalogs.

I am open to offers and trades. What have you?

73,

Sandy Blaize, W5TVW
Boat Anchors collected, restored, modified, traded & used!
w5tvw@juno.com
417 Ridgewood Drive,
Metairie, LA., 70001.

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: twachtel@i1.net
Subject: Halli SX-110
Message-ID: <199608111507.KAA02856@mail1.i1.net>

Hi Gang!

While leaving a Hamfest last weekend, I was strangely attracted to a Hallicrafters SX-110 receiver.

I need some help identifying the antenna and speaker connections for this unit. The previous owner tossed in a 3.9 speaker.

Thanks folks.....

73 de Tom/KB0WUP

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996

From: "Watts Industries Canada Inc." <mannnc@idirect.com>
Subject: hallicrafters SX-110
Message-ID: <01BB8785.14020F20@chaosnet31.idirect.com>

Gee, this must be the weekend for 110's! The two people (and any others on the list) who need a manual copy, send me your snail-mail address and I would be happy to forward a copy of mine.

BTW if any of you can figure out how to get the local oscillator and BFO stable, please let me know. It's not a bad set for light-weight SWLing considering the number of tubes and basic design. I just wish it wasn't so drift-y and never really settles down into thermal equilibrium.

Charles
mannnc@idirect.com

p.s. another non-licensed tube radio/audio lover!

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Hammarlund Indy trials
Message-ID: <UPMAIL03.199608102156430621@msn.com>

Gang, decided this saturday morning to do the transistion of the beautiful white faced S-meter from the Hq-145 to my HQ-170A-VHF. I assumed that it was a matter of taking off four nuts on each recevier and then replacing same. I should have known better. All knobs, and the front panel have to be dropped on both receivers to get to the bottom two nuts. Unless you want to take the risk of breaking the dials.

I think the HQ-170 has 15 knobs and the lowly HQ-145 has 11.

I think Ive broken a worlds record in dropping both panels and transitioning the meters in 3 hours and 45 minutes. And thats including putting everything back normal. (the HQ-145 ain't normal yet)

Someone please write to Guinness.

Your Friend Al
fritsche@msn.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996

From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: I have repented!
Message-ID: <320D08C3.7854@ghgcorp.com>

Hiya folks... Drove out to Austin Texas this morning to repent for my sins. I traded the object of my sinning, a solid state Spectro Acoustics 500SR power amp, for a whole car load of junk! (this junk was gonna hit the trash, plus David really wanted the amp and is gonna fix it and use it, I am a sucker for that)

Some of the "finds":

* A VHF aeronautical radio with a nameplate stating:

VHF REMOTE-TUNABLE RECEIVER
made for
DEPARTMENT OF COMMERCE
Civil Aeronautics Administration
Type RUP Contract Cca 26600
Serial No. 75
THE HALLICRAFTERS CO.
CHICAGO ILLINOIS

Anyone got any information on this beast? Schematic? It is really wierd. Tuning is via gearmotor, with a drum readout like a R-388 sort-of. Made wierd. Made into a medicine cabinet type of box, with the front panel controls mounted on the door. Door opens to reveal insides, but no tubes inside! Here is where it gets really odd, tubes are mounted onto the back of the cabinet! W I E R D... (do dah do do) [that is supposed to be spooky music, can't you tell I am not musical?]

* Panaramic Corp panadapter, minus power supply. Anyone have a power supply for this beast?

* A whole batch of microwave and radar stuff. A microwave valve, microwave sig gen (yes, BA!, right up to 8000 Mz, heh heh heh), some sort of funky microwave cavity meters, radar test set, and whole batch of stuff. (Hey Ray, any of this stuff up your alley?)

* A whole batch of Tek plug-ins. Dirty, but complete.

* Two nice Tek CRT's. Hoping one is right for my 543 as a spare.

* like 20lbs of 7 and 9 pin tubes and some octals, mostly for Tek scopes I am told. Lots have Tek stickers.

* A pair of HP VHF sig gens, one's a parter, other looks nice.

* Some sort of incomplete transmitter exciter, only slightly BA. Two tubes. Looks incomplete.

* Some sort of box with Selsyns indicating knots and direction, made for military.

* BIGGEST SPEAK WIRE YOU EVER SAW, heh heh heh. Know how those tube audio types are always yapping about how bigger is better for speaker wire? Well, this cable is 1" around with about 10 12ga conductors! I really think I am going to use it as speaker cable just to impress the high end stereo types, he he! Lots of other cable.

* box fans

* boxful of funky motors and linear drives

* BA power supply, 0-400 VDC, 0-700 (yes, no typo, 700) mA, with meters and four HUGE rectifier tube looking dealies on the rear.

A more complete list will follow. I'll put a good deal of this stuff up for sale/trade, more complete list later. (I still haven't lugged it all up the three flights of stairs and I'm pooped!)

Thanks and 73,
Ben

--

From the computer of
Benjamin D. Hall, Houston Texas
BDHall@GHGCorp.com -or- BHall@GP802.JSC.NASA.gov

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: Bill Moore <bill_moore@mevatec.com>
Subject: More Junk for sale
Message-ID: <960811.171559@mevatec.com>

	Subject:	Time:4:37
OFFICE MEMO	More Junk for sale	Date:8/11/96

I still need to get rid of this stuff so dont be afraid to make an offer. You can call at 205 880 1207 for further info or email me at work bill_moore@mevatec.com. Trades for Pilot Items are always welcome. Thanks

1. Supreme/Beitman 1940 Most often needed Radio Diagrams Book \$7 2. Truetone Jr, white plaskon,very small prewar set, cab. cracked badly, complete except for

- vol. knob. \$45
3. RA DA instruction sheet for 1922 Westinghouse, Full color reprint \$5 pp
 4. "The Cathode-Ray Tube at Work" John Rider 1935 nice shape \$12
 5. "The Principles of Radio" Henney 1938 \$9
 6. Panasonic Ball Radio, white good condition \$15
 7. Zenith Transoceanic 7G605 service data \$4 inclues ship.
 9. Floor Chrome mike stand, extra cast iron base, all \$10
 10. Motorola x25w transistor, good condition/working \$9
 12. WE transistor PA Amp. Looks to be new. Comes with NOS pair of 8" outside university PA horns. \$22
 13. Gooseneck springloaded clampmount workbench lamps. good condition and working. No bulbs \$10 ea
 14. Nobatron DC power supply 18-36 VDC 1.5 amp \$12
 15. Sola Power conditioner. 1.25 amp \$7 ea
 18. Bogen Power amp cha-33 with phono built into cage \$22
 19. Sylvania Auto radio Installation and Servicing 1934 \$2
 21. Telefunken Concerto, large german table model. The row of small tone control pushbuttons is missing, \$80
 23. AK 165 Cathedral grill cloth. This is the original grill cloth on a hard cardboard backing. very nice condiion \$15
 25. NOS Power stat. model 2368-2. These variacs are double ganged and can handle 9 amps each...\$30 ea
 27. Early FM receiver for cars, Cartape brand \$15
 28. RCA Receiving Tube Characteristics 1946 \$5
 33. RCA RC-17 tube manual. Dogeared but intact \$11

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: spr@earthlink.net (Scott Robinson)
Subject: Noise nominations, again
Message-ID: <v01530502ae3375491149@[153.37.85.107]>

Folks,

Sandy Blaize was grumbling about the proliferation of remote controlled equipment with poor RF immunity. Let me tell you a true story...

In the European Common Market, everything (I think battery powered portable stuff is excluded) must meet stringent RF immunity requirements. This includes pro audio mic preamps designed to have noise floors below a microvolt. One of the tests is to put the equipment in a modulated RF field of 3 V/m and see what is detected. The requirement is that essentially nothing is-the equipment must operate normally. As an engineer designing audio equipment to meet this, I'll tell you it takes a bit of

doing. Of course there are emission limits as well, similar to those here in most cases.

I do NOT advocate this kind of thing here as it imposes unnecessary costs on everyone to cure a few difficult situations. But it is an interesting take on an increasingly crowded world.

I grew up in Santa Barbara, California. It was essentially impossible to run 6 meters there as the CBS affiliate TV channel was channel 2 and the transmitter was 100 miles away in LA, making for very weak signals. This was an interesting lesson.

BTW, I bet the ceiling fan remotes are infra-red and therefore not necessarily an RF problem.

Yours for EMC compatibility

Scott Robinson
spr@earthlink.net
"Wait'll he puts on his stereo headphones..."

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: Panoramic Model SA-8b Type T-200 Panadaptor
Message-ID: <320E285F.5FBF@ghgcorp.com>

Hi Folks...

Anyone have a manual or information on a Panoramic Radio Products Model SA-8b Type T-200 Panadaptor?

I need a manual and the PS-8b matching power supply.

Thanks and 73,
Ben

--

From the computer of
Benjamin D. Hall, Houston Texas
BDHall@GHGCorp.com -or- BHall@GP802.JSC.NASA.gov

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996

From: Bob Marsh <bmarsh@hicom.net>
Subject: R-390A Antenna Connector
Message-ID: <320D6721.649D@hicom.net>

Hi everyone,

First, I'd like to thank all those who sent me messages in reply to my first posting here. My only regret is that I didn't find this place sooner!

I originally connected the antenna for my R-390A to the unbalanced connector. I just noticed a note in the manual from another MARS member about using the balanced connector to improve performance. I'm using a 40' wire and a connection to my ground rod (outside) and feeding it in with a length of RG-58. I jury-rigged a connection, and the guy was right. The radio does seem to be sounding much better. (It's amazing what you find when you read the manual!).

There's a UG-970 adaptor listed to convert the balanced connector to an SO-239. Does anyone know where I can get one of these puppies? I suppose I can leave it the way it is, but I don't really like to use test leads for a permanent connection.

One of the replies I got also warned me about getting addicted to collecting this stuff. Well, he was right, and I'm definitely hooked. I just worked a deal for some Heathkit equipment (HW-16, HG-10 VFO, and SB 301/401 set). Looks like I'm gonna be busy for a while.

73 de Bob
KB2SGM/NNN0HHM (NJ/DE Navy Marine Corps MARS)
<bmarsh@hicom.net>

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "Joseph W. Pinner" <kc5ijd@dns1.net-connect.net>
Subject: Re: R-390A Carrier Meter fix
Message-ID: <199608101731.MAA18037@dns1.net-connect.net>

> Took the meter out--hard to get at bottom nuts--and then had to
> fathom how to get meter out of the case. And there was a warning on the
> case--sealed, do not remove!! But went ahead anyway.

Don't want anyone to overreact - but please do not forget that many of the R-390A meters (if not all of them) have radioactive dial markings.

This is of no danger if left sealed, but can pose a health risk if opened and particles are injected into one's lungs or stomach.

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@net-connect.net or kc5ijd@aol.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Allen Tucholski <allent@en.com>
Subject: R-390A repainting the knobs
Message-ID: <1.5.4.16.19960811021600.2c07716c@en.com>

Hello all,

I have attempted to refinish the knobs on my 390A. They were not too bad, but I thought I would refinish them. I started out just touching them up with black paint, it did not match very well so I decided to strip them completely. I found my wire wheel that is mounted on my bench grinder motor worked very well for removing the old black paint finish.

After removing all the old paint, I wiped them down with lacquer thinner to remove any old residue. I then removed the white line down the middle of the knobs.

They were now ready to paint. I placed each knob on a vertical shaft for painting. I then selected a good industrial black semi gloss (made by sprayon) . I painted them one by one and let them dry over nite. The next day they looked good.

The next task that white line. I looked into using a toothpick and white house paint.

Let me tell you that does not work very well!. If the paint gets on the black, you are done.

(I wonder how they put that line on at the factory)

I noticed black paint was coming off just by scraping it with my fingernail....so...

after making a mess out of the knobs, Back to the wire wheel and strip them down again.

This time a new approach. I cleaned each very good before painting with a industrial solvent.

Once again after repainting, they looked good. Looking around the house I found a product called Bondex feather drywall patch. a white plaster looking filler that does not shrink.

I put some on my finger and pushed it in the slot area, and it filled in GREAT! I wiped off the excess with my finger. The black was not harmed.

The white line looks great.

I installed them on the 390A, but after a few days of use the black paint is coming off, again.

Maybe I am using the wrong paint. Maybe I need an epoxy or lacquer paint.

I believe these knobs may need to be baked after applying the paint finish.

Maybe I should order some new knobs from Fair but they may be worse than what I have.

any suggestions?

Allen

NASA Lewis Research Center
Cleveland, Ohio

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996

From: "Rick Blank" <rblank@legend.txdirect.net>

Subject: Re: R-390A repainting the knobs

Message-ID: <199608112257.RAA18143@legend.txdirect.net>

> Date: Sun, 11 Aug 1996 01:10:17 -0500 (CDT)
> Reply-to: allent@en.com
> From: Allen Tucholski <allent@en.com>
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: R-390A repainting the knobs

> Hello all,

>

> I have attempted to refinish the knobs on my 390A. They were not too bad, but

> I thought I

> would refinish them. I started out just touching them up with black paint,

> it did not match

> very well so I decided to strip them completely. I found my wire wheel that

> is mounted on my

> bench grinder motor worked very well for removing the old black paint finish.

>

First, chemically strip the knobs by soaking them in a STRONG chemical stripper overnight. Then, wash them thoroughly and sand out any imperfections with 240 wet-or-dry sandpaper. Then, clean them with phosphoric acid (Sanivac, Naval Jelly can be used) just until the surface dulls a bit indicating a slight etching of the metal. Wash them again using something like Dawn dishwashing liquid and be very careful not to touch the surface to be painted as it dries. Wipe off excess water with a clean paper towel and blow off

any paper fibers before they dry on the surface, too.

Now you are ready for priming. I use Rustoleum white or grey primers and follow the instructions for application and recommended times between coats....I use 2 light coats of primer....then I finish the knob off with Rustoleum #7777 Satin Black spray....3 light but even coats usually do the trick.

I have a 2X4 that I drilled a bunch of holes into and inserted 1/4" dowels to stand knobs on (some of these dowels have flats on them for knobs that need a flat surface) while I paint them....

Rustoleum dries very slow, so, don't plan on touching the knobs for at least 24 hours...

After the knobs are thoroughly dry, I use either white latex or oil-based paint to fill in the engraved lines of the knobs, carefully wiping off the excess with a damp (not wet!) cloth moistened with water for latex and naphtha for oil base...

This has been about the best way that I can use to do the metal knobs used on the 390's and have them be fairly durable....

I have not used any of the new water based "paints" to do any of this work with so I have no idea how that stuff would work. The Rustoleum seems to work much better than any other paint for knobs, etc. and is a heck of a lot more durable than Krylon....

FWIW, this method also matches the original luster of the S-line and KWM-2/-2A series knobs perfectly and, to me, is a heck of a lot easier to do than trying to polish the knobs...plus, it looks more like the originals, too.

Good Luck!

Rick Blank, KI5SL
2223 Blanco Road
San Antonio, Texas 78212

rblank@txdirect.net
KI5SL@K3WGF.STX.USA.NOAM
AMSAT NA#26195

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: provero@connix.com
Subject: Re: R-390A vs. Racal RA6790/GM
Message-ID: <199608102224.SAA22411@comet.connix.com>

I can concur with most of what you wrote concerning a comparison between the Racal 6790 and R-390A. I have owned and used both, and often wonder why I sold either. Too many hobbies, probably.....

That being said, the Racal is certainly better on SSB than a stock R-390, and much simpler to operate than a R-390+SSB converter combination.

The Racal is new enough to have a computer interface option, and old enough to use "regular" integrated circuits. Quality of construction is outstanding, as is the R.F. performance. Troubleshooting and repair are more complicated than most "real" BAs.

P.J. "Josh" Rovero email: provero@connix.com
Sonalysts, Inc. radio: KK1D
Waterford, CT

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "William B. Ross" <billross@txdirect.net>
Subject: Re: R-390A vs. Racal RA6790/GM
Message-ID: <320DE13F.1ECA@txdirect.net>

I believe it stands for Modification Work Order indicating the application of authorized updates.

Bill K5LLK

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: R390 Anomaly Followup
Message-ID: <199608112137.QAA00427@dlep1.itg.ti.com>

At 10:31 AM 8/11/96 -0500, Bill Hawkins wrote:

>The AC P/S fits in both the 390 and the 390A (and the 389 and the
>391). My 390 was modified (in the field, by someone not good at
>soldering) to use pin 15 to ground the P/S center tap to the
>receiver chassis. Maybe stock 390A P/S use pin 15, and older 390's
>had to be modified by rerouting the original DC supply wiring. If
>you get an unmodified 390, it won't work with a later P/S.

The S/N of my R390 power supply and mainframe are:

PS S/N 1311, order 14214-PH-51-93

MF S/N 2989, order 14214-PH-51-93

Although both are from the same contract, the S/N of the PS is considerably lower. I'll defer to the wisdom of the R390 gurus on the rationale behind all this.

Now the "ham" mod I undid on this receiver did, in fact, ground the center-tap to the mainframe. Unfortunately, whoever did it complicated the mod by removing all wires from the B+ fuse, twisting them together and then wrapping them with electrical tape which looked pretty ratty. The wire on the DC fuse going to pin 15 of the power supply module was then moved to the B+ fuse holder and the other side of the fuse holder was connected to one side of the rcvr audio output line. Additionally, a short piece of wood dowel was inserted into the DC fuse holder as a dummy fuse. I wondered why the B+ fuseholder had been connected to the audio out line and instinctively disliked the "ham" mod, so I reversed it. Ohming the audio out pin (which had been used) to ground shows a direct short, so no doubt the mod had worked. The reason for taking the fuse out of the B+ line escaped me earlier, although now it seems obvious that putting the fuse on the HV center-tap accomplished nearly the same function.

I believe that I will "mod" the receiver at the FL101 outputs by simply installing a jumper to ground. Since I also intend to attach the AC line cord at the FL101 outputs, this will put all mods in the same physical vicinity.

In an attempt to determine why this receiver had low sensitivity and why it had no AGC, I tested all tubes with my tubetester. I found one of the IF amps, a 6DJ6, running about 10% of expected transconductance. To put it in an innocuous place, I swapped it with the 6DJ6 in the AGC circuit. Interestingly, while the RF sensitivity may have been improved, no change was observed in AGC action. The meter stays pegged for about ten minutes after power-up and then gradually drops to about mid-scale. Looking at the schematic indicates that there are several capacitors in the area, but I haven't checked 'em out yet. I also noticed a couple of other tubes, I believe both were 6AK6's which were relatively weak and failed the "life testing" I learned about Friday. Naturally, I don't have either tube type in inventory. ;-(

This receiver is absolutely outstanding for CW. The narrow audio filter seems to be set near 500 Hz (user mod?) rather than the 800 stated in the manual, which makes for much more pleasant listening than with my R390A which is at the somewhat higher frequency of 800 Hz. Combined with the 0.1 kHz crystal filter position, I believe this R390 can pull out CW signals buried in noise and QRM even better than my SB-102 which has a 250 Hz, third party, CW filter installed.

I haven't listened enough to form an opinion of relative merits on SSB using the 2 kHz LC filtering of the R390 compared to the R390A, but the R390 selectivity appears to be outstanding. From reading the R390 final report,

the 5-stage LC filter can very nearly equal the mechanical filter for selectivity.

When I get to the bottom of the AGC problem, I'll post to the list. If anyone's experience the problem with the meter running close to full scale, I'd sure appreciate hearing about it.

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: R390 Anomaly or, Life is Good!
Message-ID: <199608111048.FAA19946@dlep1.itg.ti.com>

Greetings,

The wayward R390 finally powered up! The first time only the filaments came up, so I had to investigate the lack of high voltage. This turned out to be caused by lack of ground to the center-tap on the HV transformer.

It seems that this R390, contrary to the schematics I've got, has the center-tap going to pin 15 of the module connector which in turn goes to the DC fuse, then to the rear panel power connector. When I grounded this pin at the rear panel power connector, the R390 came to life.

QUESTION: Is this normal? Are other R390's wired this way or should I rewire the power module as indicated on the schematic? The several schematics I got in the mail Saturday (thanks Don) show the center-tap grounded internally to the power module and there's no mention of it in the descriptions of the power cable. This receiver did have "ham" modifications to the fusing circuits including the DC fuse but all the wiring in the power module appeared to be factory, including the center-tap wiring.

So..., please let me know whether other R390's are wired this way. If this is an aberration, I'll rewire the power module.

And now the good stuff. This wayward R390 appears fully functional. All bands work and everything's at least functional, if not fully up-to-snuff. Pots and switches were only a little dirty. Only problem seems to be that it's a tad deaf. It appears to need a good alignment (or perhaps a tube changeout or two), which could be an interesting challenge. I'll have to look through the stack of literature I received and see what's indicated. As always, I welcome any advice on the best way to accomplish this and/or

what to be wary of.

Even the PT0, which was opened up when I got it, is in good shape, showing only 3 kHz error across it's 1 MHz spread! This error, while out-of-spec for an R390 is smaller than almost every other radio I've got, including my R390A. Only my SB-102 and RV-3 have smaller errors than this R390!

Ahhh..., life is good. One less radio for the parts list. Of course, now I'll have to invest in a set of knobs from Fair. (Sure glad it came with the big knobs, meters and covers!) I guess I'm officially hooked on these things. Can an R392 be far behind? Maybe even, if I'm real lucky, an R389 or R391...

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: bill@skeeter.frco.com (William Hawkins)
Subject: Re: R390 Anomaly or, Life is Good!
Message-ID: <9608111531.AA27289@skeeter.frco.com>

That's the second time this has come up. We need to find out when (and why) that modification to the power supply was made. I've got early Collins sets, and they all have modified power supplies and chassis.

The wire from P/S connector pin 15 to the power connector is for 24 Volt DC power, for a dynamotor that fits in the space of the AC P/S. The original Signal Corps requirement was for the R390 to be able to run from 28 VDC as well as AC, but the requirement was later dropped - I don't think the dynamotor noise could be reduced to where the 390 wouldn't hear it. The 390A does not have a DC input.

The AC P/S fits in both the 390 and the 390A (and the 389 and the 391). My 390 was modified (in the field, by someone not good at soldering) to use pin 15 to ground the P/S center tap to the receiver chassis. Maybe stock 390A P/S use pin 15, and older 390's had to be modified by rerouting the original DC supply wiring. If you get an unmodified 390, it won't work with a later P/S.

Congrats on saving a fine set from the junk pile.

Regards
Bill Hawkins bill@skeeter.frco.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: twachtel@i1.net
Subject: Ranger Dial
Message-ID: <199608102029.PAA14273@mail1.i1.net>

Hi BA savants.....

I just picked up a Johnson Ranger that seems to be in nice condition. One small problem - the dial cord appears to be disconnected or more likely broken. Any suggestions???

Also got a Hallicrafters sx-110. Would be interested in locating sources of info for this item also.

Thanks...

73 de Tom KB0WUP

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: john <johnmb@mindspring.com>
Subject: Ranger dial
Message-ID: <2.2.16.19960810172306.28d7e36e@pop.ral.mindspring.com>

>>

>> I just picked up a Johnson Ranger that seems to be in nice condition. One

>>small problem - the dial cord appears to be disconnected or more likely >broken.

>> Any suggestions???

>>

Well, there is no dial cord, just a vernier drive. You might carefully, remove the main tuning knob, and see if you can peek in there beside the shaft and see if the vernier is slipping on the tuning shaft. If it is, you MAY be able to tighten it by removing the case.

Give us a report when you get to this stage, and congrats on the find... a nice Ranger is a treat these days!!! Be good to it! :-)

/john
wb5oau/4

+-----+

```
|John Brewer johnmb@mindspring.com      |
|WB50AU/4          AMI #24              |
|Vintage Gear web page: http://www.mindspring.com/~johnmb/ |
+-----+
```

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: john <johnmb@mindspring.com>
Subject: Ranger dial
Message-ID: <2.2.16.19960810172308.372744a4@pop.ral.mindspring.com>

>At 03:30 PM 8/10/96 -0500, you wrote:

>>

>> Hi BA savants.....

>>

>> I just picked up a Johnson Ranger that seems to be in nice condition.
One

>>small problem - the dial cord appears to be disconnected or more likely
>broken.

>> Any suggestions???

>>

Well, there IS no dial cord, just a vernier drive. You might
carefully, remove the main tuning knob, and see if you can peek in there
beside the shaft
and see if the vernier is slipping on the tuning shaft. If it is, you MAY be
able to tighten it by removing the case.

Give us a report when you get to this stage, and congrats on the
find... a nice Ranger is a treat these days!!! Be good to it! :-)

/john
wb5oau/4

```
+-----+
|John Brewer johnmb@mindspring.com      |
|WB50AU/4          AMI #24              |
|Vintage Gear web page: http://www.mindspring.com/~johnmb/ |
+-----+
```

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: Mail Delivery Subsystem <emory!gatekeeper.eastman.com!MAILER-DAEMON>
Subject: Returned mail: User unknown

Message-Id: <199608092222.SAA22527@gatekeeper.eastman.com>

This is a MIME-encapsulated message

--SAA22527.839629351@gatekeeper.eastman.com

The original message was received at Fri, 9 Aug 1996 18:22:27 -0400
from uucp@localhost

----- The following addresses had delivery problems -----
<u856010@eastman.com> (unrecoverable error)

----- Transcript of session follows -----
.. while talking to emngw1.eastman.com.:
>>> RCPT To:<u856010@eastman.com>
<<< 550 <u856010@eastman.com>... User unknown
550 <u856010@eastman.com>... User unknown

----- Original message follows -----

--SAA22527.839629351@gatekeeper.eastman.com
Content-Type: message/rfc822

Return-Path: <aa4rm%amos.UUCP@mathcs.emory.edu>
Received: by gatekeeper.eastman.com; id SAA22523; Fri, 9 Aug 1996 18:22:27 -0400
Received: from emory.mathcs.emory.edu(199.76.28.2) by gatekeeper.eastman.com via
smap (g3.0.1)
id xma022495; Fri, 9 Aug 96 18:22:02 -0400
Received: from amos.UUCP by
emory.mathcs.emory.edu (5.65/Emory_mathcs.4.0.22) via UUCP
id AA21526 ; Fri, 9 Aug 96 18:11:34 -0400
Received: by amos (4.1/SMI-4.1)
id AA00875; Fri, 9 Aug 96 17:57:12 EDT

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: standard@pcs.mb.ca
Subject: SB200 Power Output/Upgrade
Message-ID: <199608112132.QAA01235@pcs.mb.ca>

Just finished installing the new power supply board, soft start kit, and
soft key kit from Allen Harbach WA4DRU, as suggested by a few members of the
group a month ago when the old one went up in smoke. I was very pleased
with the service provided by Al and all the parts worked well when
installed. As I've never used this amp before, (I bought it at a estate
sale) I'm curious if I'm getting full output from the 572B's. Output, as
tested into a cantenna with 100 watts drive power was found to be 575 watts
on 80m key down, and about 500 watts on 20m.

Is this good, bad, or ugly?

Gary VE4YH
standard@pcs.mb.ca

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: aa4rm%amos.UUCP@mathcs.emory.edu (AA4RM's)
Message-Id: <9608092157.AA00875@amos>
Subject: Re: Shelby (NC) Hamfest

Barry it looks like you're establishing urself as the Shelby rendesvous clearing house. Better make an alias.

There's a GREAT place to eat there right on the main drag (US 74?) called Shelby Fish Camp. Seats perhaps 250 & food's local, fishy, & extra good. Locals & experienced "granddaddy of 'em all" 'festers haunt the place - try pepper-fried anything!

No 807s or anything like 'em. We'd have to take appertifs up behind the beer cooler @ the Texaco nearby.

After dinner brandy back there too.

I'll be there fm Atlanta & so too might be Al MODSTEPH Stevens fm Richmot, KY.

Marty

--SAA22527.839629351/gatekeeper.eastman.com--

= = = = = for Barry's postmaster's eyes only = = = = = >

>From emory!daemon Sat Aug 10 13:19:08 1996
Return-Path: <emory!daemon>
Received: from emory.UUCP by amos (4.1/SMI-4.1)
id AA01181; Sat, 10 Aug 96 13:19:08 EDT
Received: from cssun.mathcs.emory.edu by
emory.mathcs.emory.edu (5.65/Emory_mathcs.4.0.22) via SMTP
id AA25636 ; Fri, 9 Aug 96 23:18:26 -0400
Received: from gatekeeper.eastman.com (gatekeeper.eastman.com [164.89.253.3]) by
cssun.mathcs.emory.edu (8.7.5/8.6.9-940818.01cssun) with SMTP id XAA02249 for
<aa4rm%amos.UUCP@mathcs.emory.edu>; Fri, 9 Aug 1996 23:18:38 -0400 (EDT)
Received: by gatekeeper.eastman.com; id SAA22527; Fri, 9 Aug 1996 18:22:31 -0400
From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: aa4rm%amos@mathcs.emory.edu (AA4RM's)

Subject: Shelby / Dunno how to beat down TN-Eastman's firewall
Message-ID: <9608101728.AA01427@amos>

So this goes via the reflector----->

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: kilgore@dev.tivoli.com (Jeff Kilgore)
Subject: Simpson 260 manual needed
Message-ID: <9608101811.AA05917@wichita.tivoli.com>

Does anyone have a manual and schematic for the Simpson 260 that they would like to sell, or does someone have one that they can photocopy?

Also, how do you open one of these up to get at the switch, etc.? I removed the screws, but the back is still on so tightly that I am afraid that using any more force may break something. Is there a trick to opening the 260?

73,
Jeff Kilgore, KC1MK

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: ross@hypertools.com (David Ross)
Subject: SRR-13 'calibration degradation'
Message-ID: <199608111826.LAA18232@desiree.teleport.com>

At 21:36 08/07/1996 -0500, Robert Nickels wrote:

..much editing...
>an R441A / AN/SRR-13A, made by Magnaxox under contract to RCA.

..much more editing...
>4. Calibration seems off - will wait for manual to attack this.

Some years ago, I talked to a ex-Navy guy who used to work on the SRR-11 & SRR-13. His story on the SRR-11 & 12 & 13 dial calibration problem was...

The variable cap 'chamber' was originally filled with dry nitrogen. Over time, the nitrogen seeped out and was replaced with the 80%/20% mix of normal atmosphere. He said that the original (and reasonably accurate) factory calibration could be restored if you purged the air from the cap with the original 100% nitrogen.

He also said that the follow-on RXs (FRR-21, 22, 23) were originally designed to have & calibrated with normal atmosphere in the tuning cap, and

thus were not subject to the problem. This jives with Walt Hutchens' claim that the FRR-2x follow-on units had _much_ better calibration.

A nicely built radio, and real good lookin' too, with that rear-projection 'ground-glass' dial. See the July & August 1991 issues of Electric Radio for Walt's articles on the SRR-11 series radios.

73

Dave Ross KA6EPI ross@hypertools.com

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: "Joseph W. Pinner" <kc5ijd@dns1.net-connect.net>
Subject: TBY-6 stuff wanted
Message-ID: <199608111718.MAA18531@dns1.net-connect.net>

I need the antenna and battery container for a TBY-6 radio.

I have one that is missing these.

Would also like to find a manual for it. Original preferred, but will take a copy until I can locate an original.

73

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@net-connect.net or kc5ijd@aol.com

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: TECH. REF NEEDED FOR HEATHKIT DX40 TRANSMITTER
Message-ID: <96Aug10.162311hwt.188961@uhunix5.its.Hawaii.Edu>

Can someone help this BA owner out? He's not on the list so
please send your comments directly to chasteen@juno.com.
Jeff KH2PZ

I Just become the proud owner of a /heathkit DX40 Transmitter and need all the technical info I can get. I dont have anything. Min. essential ..
a
schamentic and parts list.

Any assistance will be appreciated.
Thank You,
John Chasteen, chasteen@juno.com

Again, please reply to chasteen@juno.com.

From boatanchors@theporch.com Sun Aug 11 18:32:49 1996
From: FRANKK6NL@aol.com
Subject: Tubes -Ws and WAs
Message-ID: <960811175849_176504972@emout16.mail.aol.com>

The background of why and how the Ws and WAs came to be is as follows.

The Ws were developed to improve the survival rate under the repeated shocks of heavy Navy gunfire. This was accomplished by stiffening the elements and their mount.

Subsequently the Army noted W failures incidental to their "Test of a Tethered Jeep" which was devised to test Jeeps and all the equipments associated with them. In this test a Jeep was tethered to in such a way that it was constrained to run unattended in a circular track bouncing over 2X6s at regular intervals along the way. It was found that tube survival was improved if a more resilient mount was used and from this the WA resulted.

The electrical specs for garden variety , W and Wa were the same. The only difference was that shock and vibration tests went with the W and WA specs. Thus the only difference between the three varieties is mechanical and is of no particular advantage under more benign conditions.

If a known good 6C4 works in a circuit where a known good 6C4W does not, it suggests to me that for some reason the circuit is critical for any tube of the type and some known good 6C4s will not work either. If the circuit that the C4s are in is a crystal oscillator such circuits can be critical.

In the good old days it was said that if one tube doesn't perform in a circuit almost any one will try a second but you can always tell a "tube man" because he will always try a third and sometimes a fourth !!

Frank K6NL

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: Walter Ashe, WRL, & Burstein-Applebee
Message-ID: <199608101951.PAA21555@answerman.mindspring.com>

At 02:08 AM 8/10/96 -0500, you wrote:

>Was prowling thru the microfiche QST tonight, having dragged the reader
>into the shack from its storage spot in the living room. Noted the
>following first/last QST ads:

>World Radio Laboratories

>3415 W. Broadway

>Council Bluffs, Iowa 51501

>QST: p108, Apr 1946 thru p117, Jul 1970

Have a 1971 WRL catalog..its smaller than 1964 or 1966 and stapled in top corner.

>

>

>Burststein-Applebee Co.

>1012T McGee

>Kansas City, Mo.

>QST: p150, May 1946 thru p138, May 1967

>(1967 was hailed as their "40th anniversary", but could only find about
>20 years of QST ads.)

>

I have 1969, 1970, and 74 BA catalogs and have seen a 1976. They sold out in 1977.

Dave K4JRB

From boatanchors@theporch.com Sun Aug 11 10:57:06 1996

From: "Gary H. Harmon, Jr." <gharmon@txdirect.net>

Subject: WTB: Heathkit HP-14 PS

Message-ID: <199608111142.GAA16964@legend.txdirect.net>

I will soon be the proud owner of a Heathkit HA-14 KW Kompact with the HP-24 AC supply. I would love to buy or trade for the matching HP-14 DC supply. Anyone have one gathering dust?

Thanks in advance,

gary/K5JWK

<<T00 many projects, NOT enough time!>>

* *

* Gary H. Harmon, Jr., K5JWK *

* 6302 Robin Forest *

* San Antonio, TX 78239-3218 *

* (210) 657-1549 *

* gharmon@txdirect.net *
